

# BookletChart™

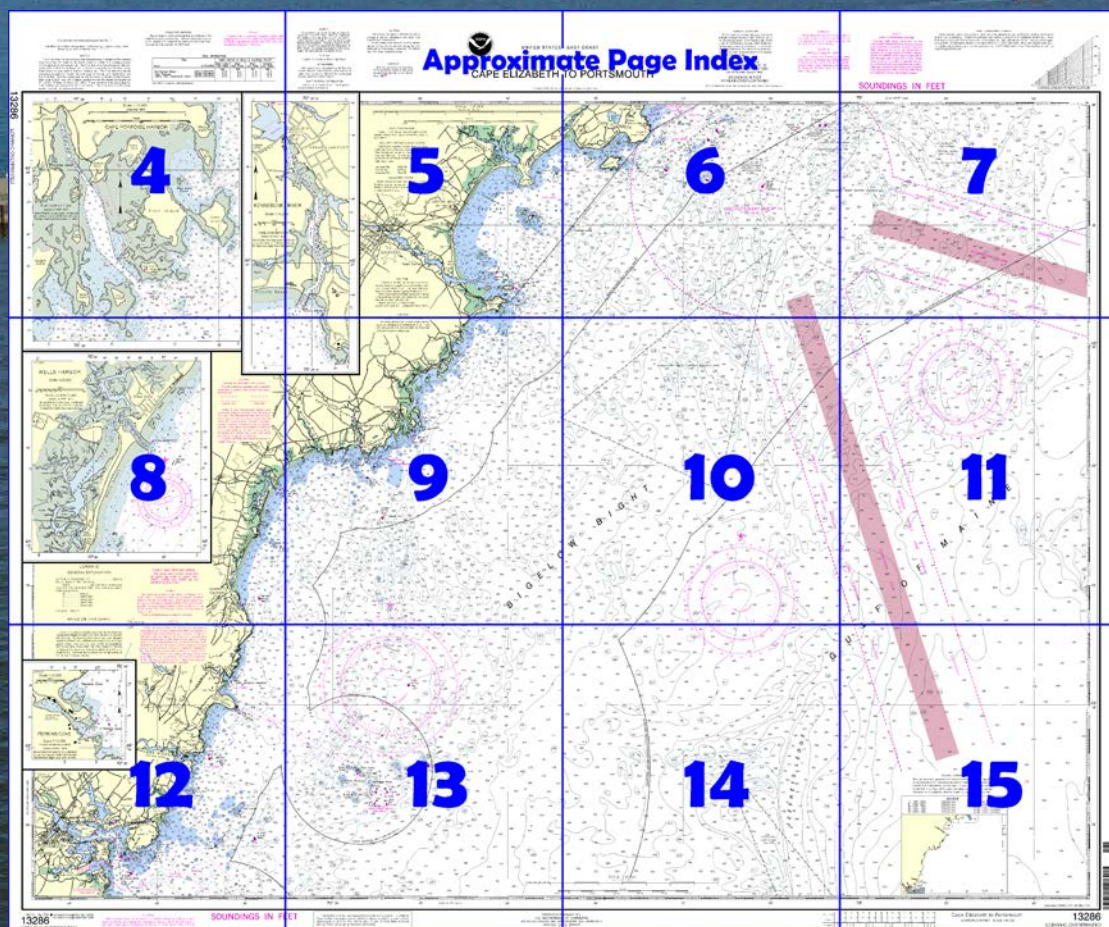
## Cape Elizabeth to Portsmouth NOAA Chart 13286



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13286>



#### (Selected Excerpts from Coast Pilot)

**Goosefare Bay**, 5.4 miles southwestward of Wood Island Light (43°27.4'N., 70°19.7'W.) is a shallow cove, full of rocks and ledges. The coast between Fletcher Neck and Goosefare Bay is lined with summer homes, some very large and prominent.

**Dangers.**—The **Old Prince**, a ledge that has a rock awash and extends from 400 to 500 yards southeastward of Goat Island Light, is marked by a buoy about 150 yards

southward of it. Local craft sometimes cut between Old Prince and Goat Island in entering; this passage is not advisable for strangers. Ledges extending up to 0.3 mile south of grassy **Folly Island** on the west side of the entrance, are unmarked, but a buoy about 400 yards

southeastward of the island marks the west side of the approach to the bar channel. A daybeacon marks the ledges extending northeastward from the island. This daybeacon is 180 feet from the westerly edge of the entrance to the dredged bar channel and should be given a berth of at least 250 feet in entering.

Another daybeacon is on the ledge, bare at low water, about 370 feet southwestward of Goat Island Light. The daybeacon is about 30 feet from the easterly edge of the bar channel, and should be given a berth of about 150 feet when entering.

The principal hazards in approaching and entering are the numerous lobster pot buoys, which are in the channel and outlying waters in the summer. Care should be taken to avoid these, especially at night or during periods of low visibility.

A **security zone** at Walkers Point, including the coves on both sides, extends about 0.5 mile southward to its southernmost boundary, which extends about 0.5 mile south-southeastward from **Cape Arundel** on the east side of the approaches to Kennebunk River. (See **165.102**, chapter 2, for exact limits and regulations.)

**Dangers.**—**Fishing Rock**, about 0.6 mile southward of Kennebunkport Breakwater Light 6, uncovers 4 feet and is marked by a daybeacon. **Oaks Reef**, an extensive foul ledge area with a number of drying rocks and rocks awash, extends about 0.5 mile southward of Kennebunk Beach, where it is marked by a daybeacon.

A reef covered 7 feet extends 0.8 mile southward of Fishing Rock where it is marked by a lighted bell buoy. Ledges with rocks awash extending eastward of the rock are marked by a buoy.

State Route 9 highway bridge crossing the river at Kennebunkport has a swing span with a channel width of 39 feet and a clearance of 5 feet.

(See **117.1 through 117.59 and 117.527**, chapter 2, for drawbridge regulations.)

**Chart 13286.**—Vessels must observe caution to avoid the offshore dangers in the northern approach to Portsmouth. **Boon Island**, 5.7 miles southeastward of Cape Neddick, is a small, low, rocky islet, marked by **Boon Island Light** (43°07.3'N., 70°28.6'W.), 137 feet above the water, and shown from a 133-foot gray granite conical tower. A fog signal is at the light. Boon Island is surrounded by deep water, but there are numerous detached ledges in the vicinity. The easternmost is **Boon Island Ledge**, 2.8 miles eastward of the light, which is awash at low water and has a lighted whistle buoy off its southeast end.

Vessels should not pass between this buoy and Boon Island Light as there is a shoal area covered 16 feet between them. If passing westward of the light, give it a berth of 2 miles or more to assure staying in a depth of more than 30 feet as there is an unmarked rocky area covered 25 feet, about 1.6 miles west-southwestward of it. Depths of 26 feet are up to 1.3 miles southward of the light.

**Pollock Rock**, covered 17 feet, and **Southeast Shoal**, covered 21 feet, are 0.7 mile southwest and southeast, respectively, from Boon Island Light.

**Sanders Ledge**, covered 26 feet, is about 1.2 miles south of Boon Island.

**Caution.**—U.S. Naval vessels may be operating with submarines in the area south and eastward of Boon Island. Escorting naval surface vessels usually display a red flag, or the international code flag signal **NE 2**, meaning: **You should proceed with great caution; submarines are exercising in this area.**

All vessels should keep well clear of vessels displaying this signal and should obey promptly any orders that may be given by commanding officers of navy vessels.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

#### NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

#### POLLUTION REPORTS

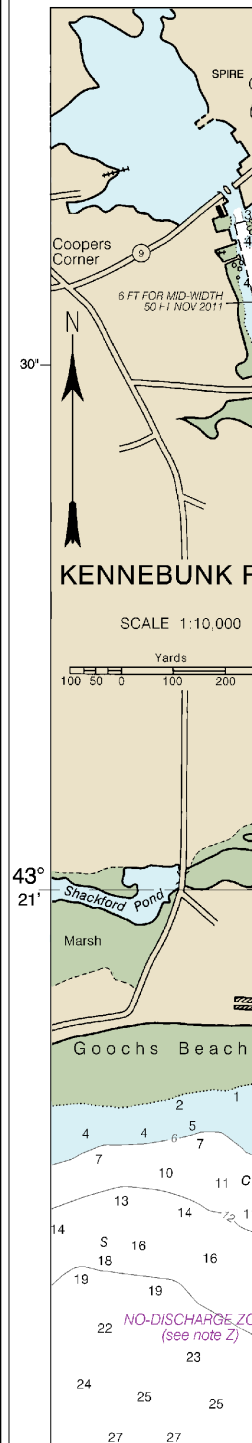
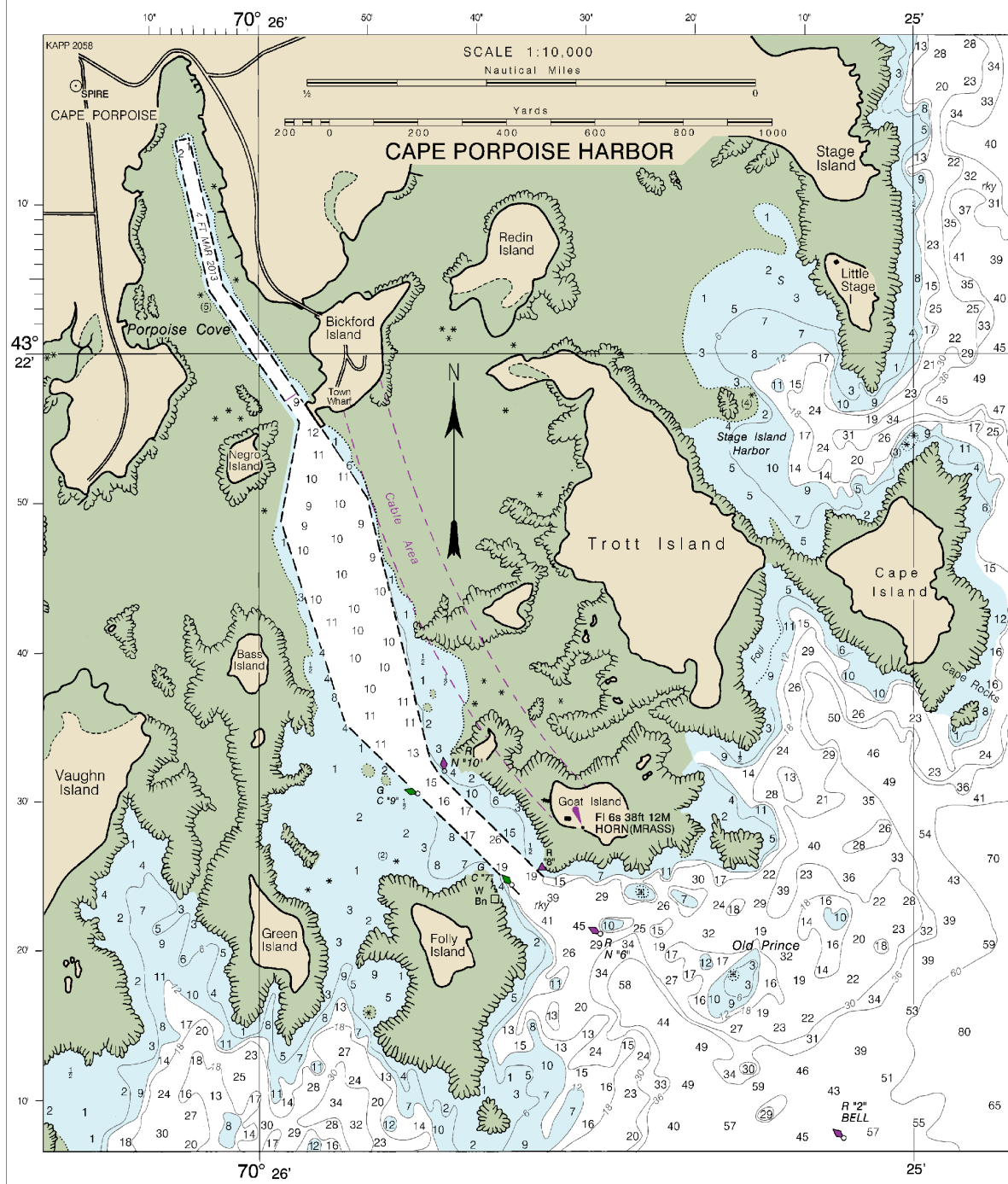
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Old Orchard Beach	(43°31'N/70°22'W)	9.6	9.1	0.3
Cape Porpoise	(43°22'N/70°26'W)	9.5	9.0	0.3
Jeffrey Point, Portsmouth Harbor	(43°03'N/70°43'W)	9.5	9.0	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Nov 2013)

13286



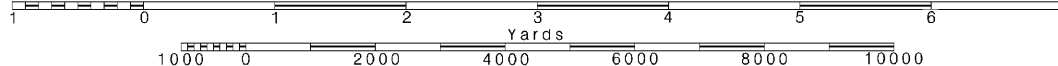
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



# NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## HEIGHTS

Heights in feet above Mean High Water.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

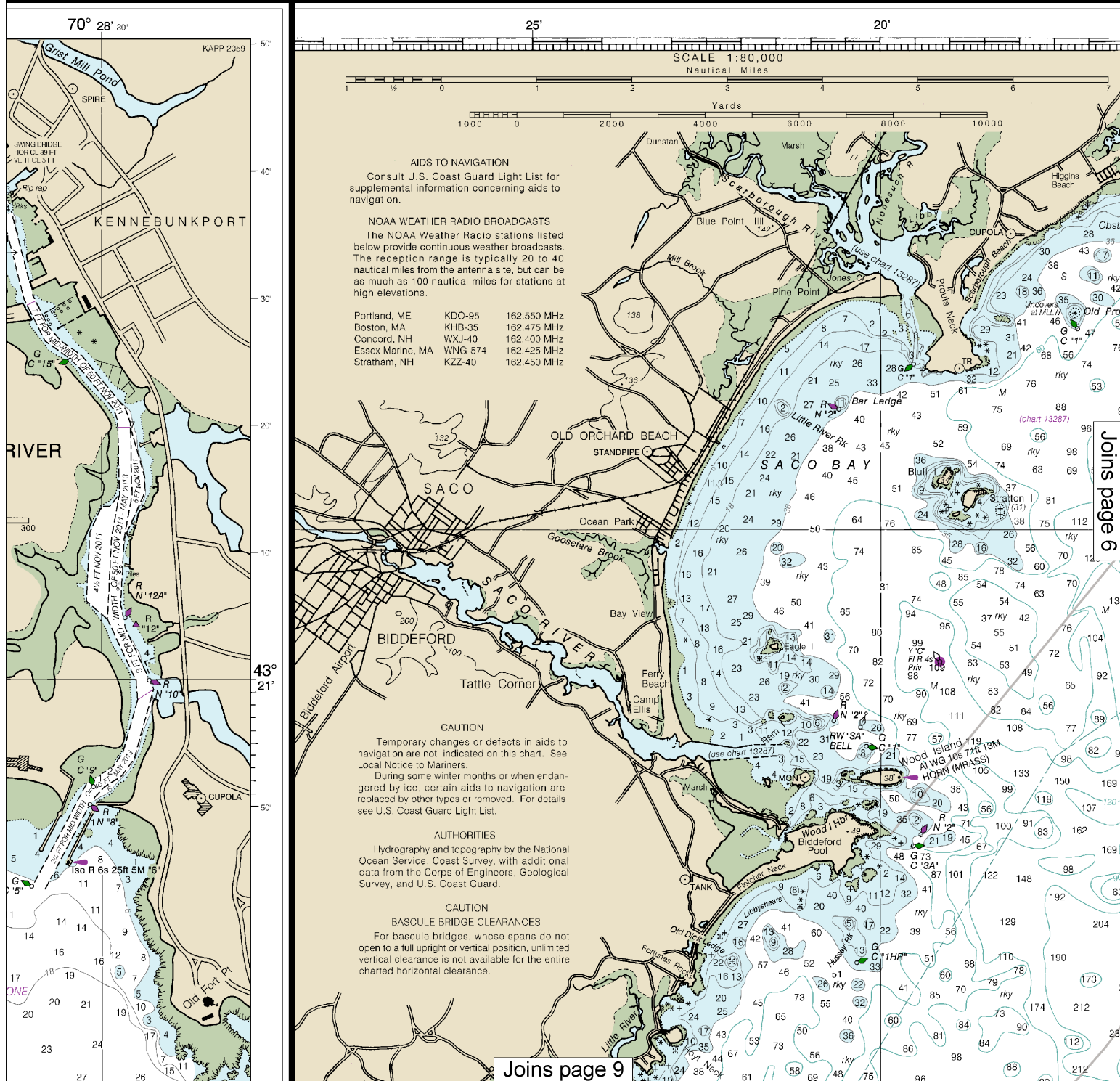


UNITED STATES - E

MAINE - NEW H

# CAPE ELIZABETH T

Formerly C&GS 1205, 1st Ed., June



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

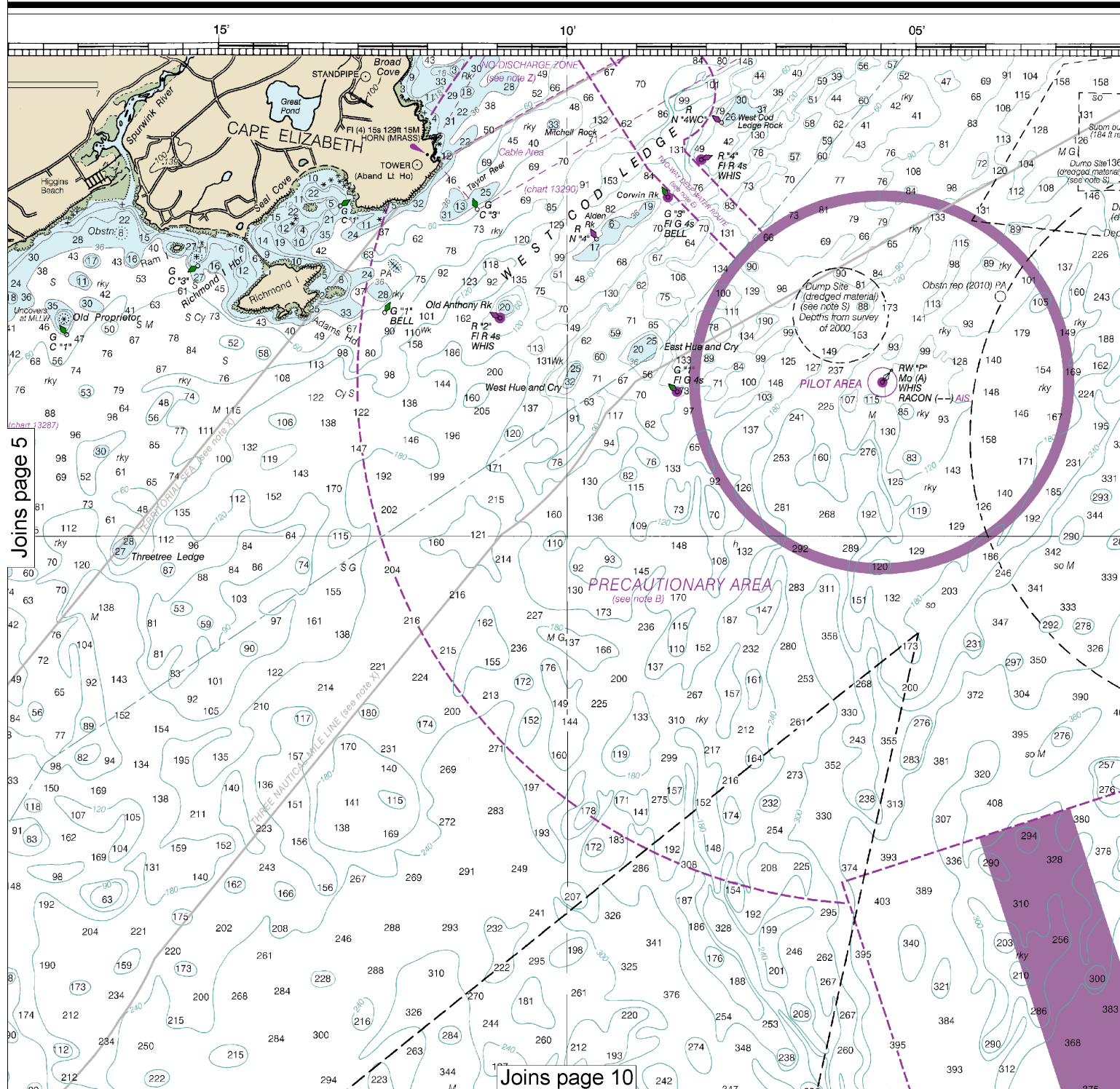
- NEW HAMPSHIRE

Mercator Projection  
Scale 1:80,000 at Lat. 43° 18'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

C&GS 1205, 1st Ed., June 1915, G-1950-754, KAPP 2055

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

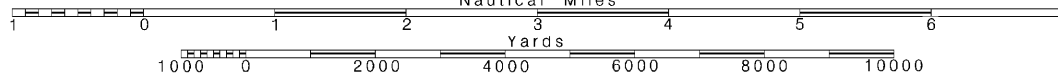


Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



# WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

# HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.306" northward and 1.818" eastward to agree with this chart.

# NOTE C

## TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Portland Harbor, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

# NOTE B

## PRECAUTIONARY AREA

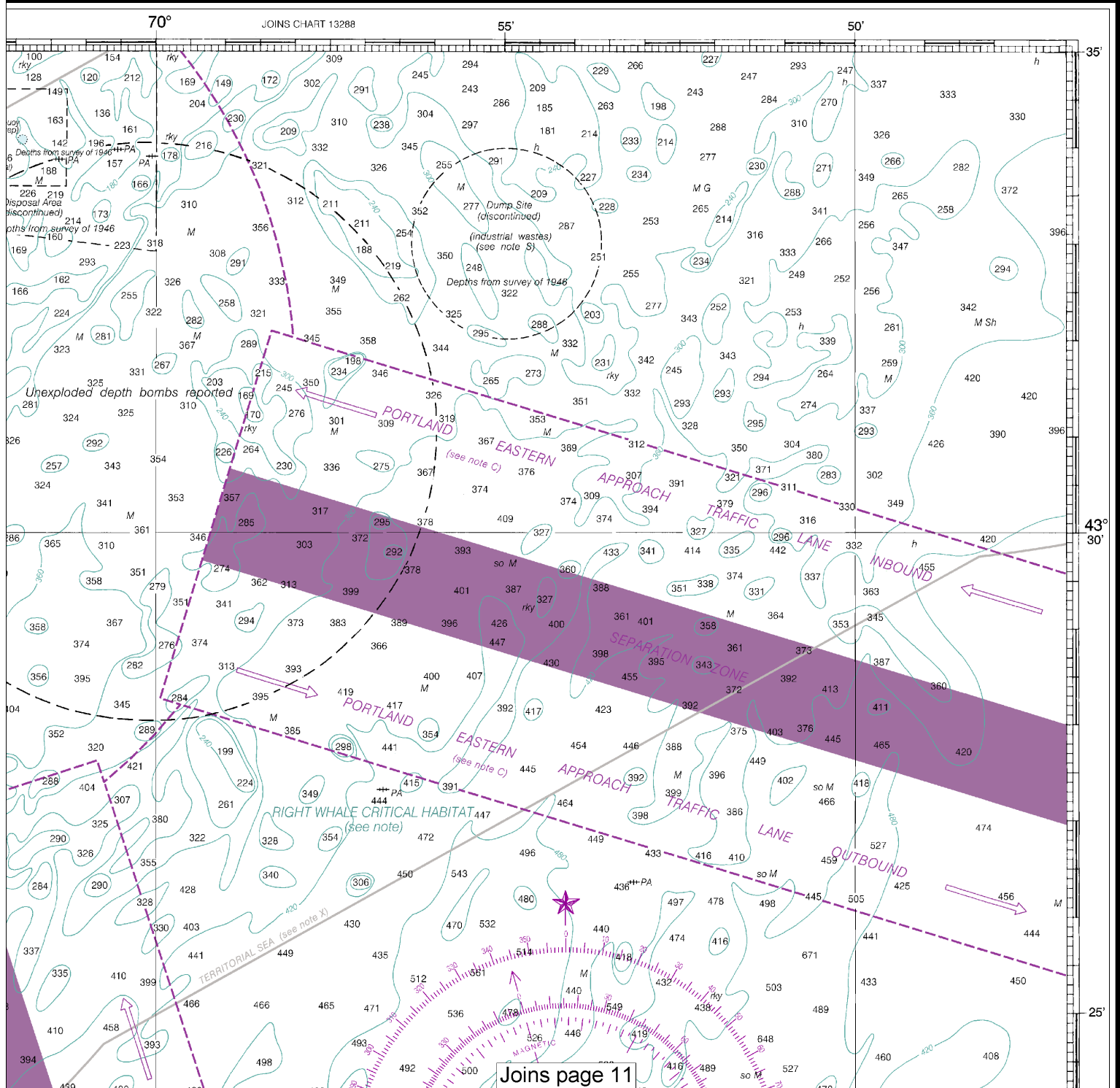
Traffic within the Precautionary Area may consist of vessels operating between Portland Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

# NOTE E

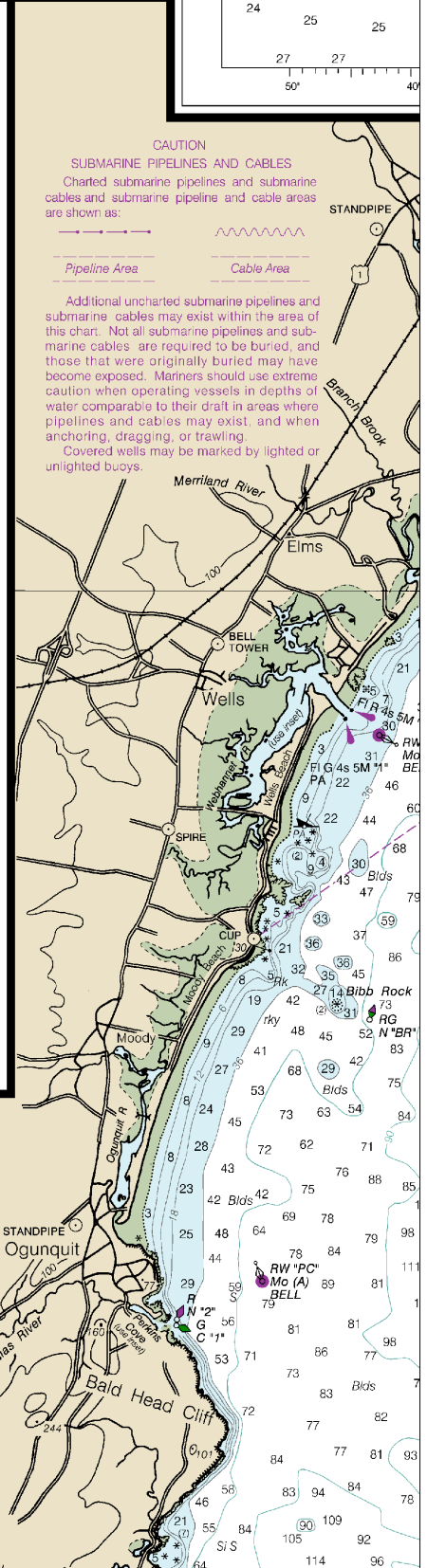
## RECOMMENDED TWO WAY ROUTES

Recommended two way routes have been established including deep-water routes for vessels in the approaches to Portland Harbor and Casco Bay, through Hussey Sound to Cousins Island and through Broad Sound to Harpswell, Maine. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF Channel 16 or 13 for information concerning deep draft commercial vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 1, Chapter 8.

# SOUNDINGS IN FEET



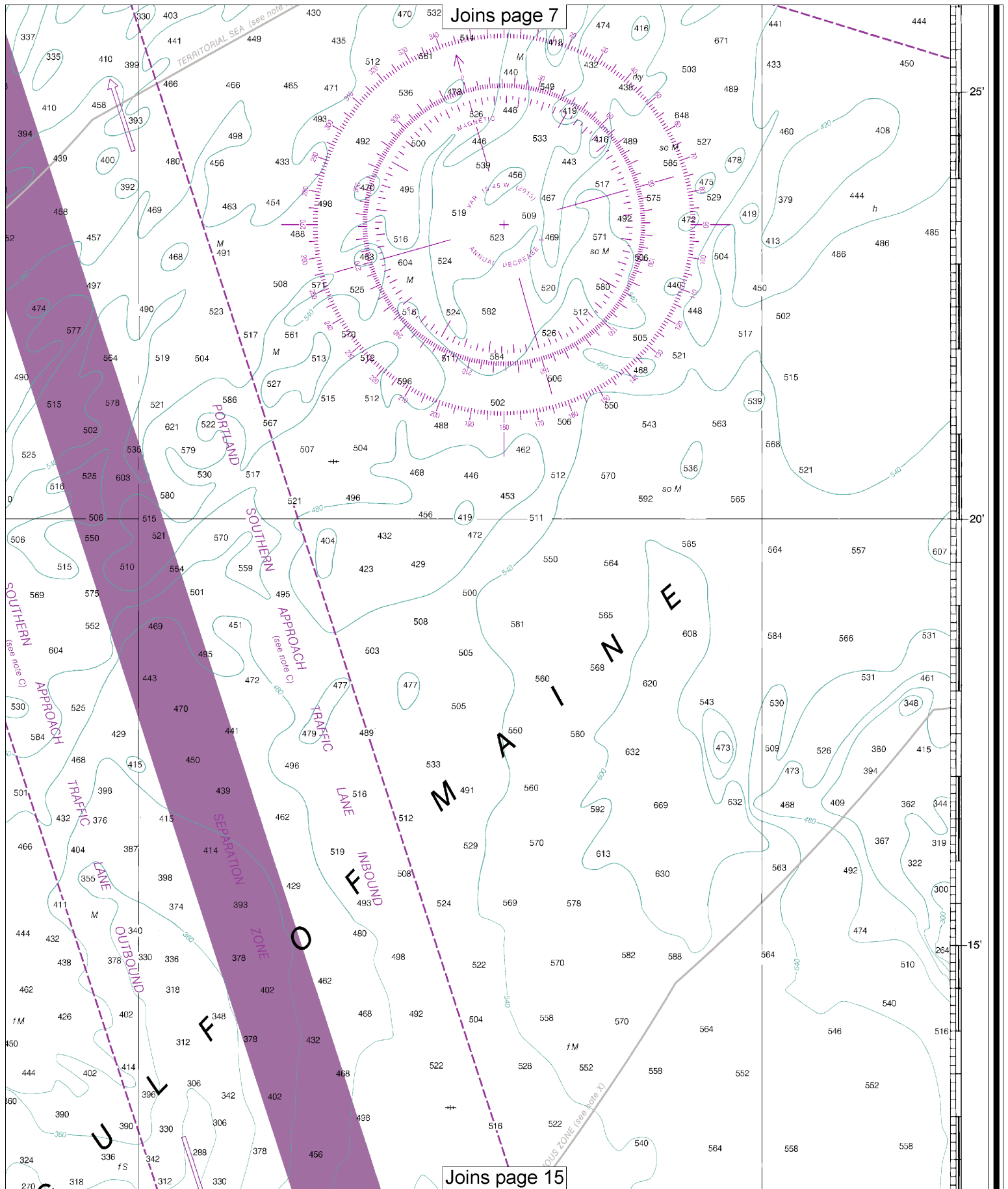
Last Correction: 3/21/2016. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



led with (MBASS) require user







#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### RIGHT WHALE CRITICAL HABITAT

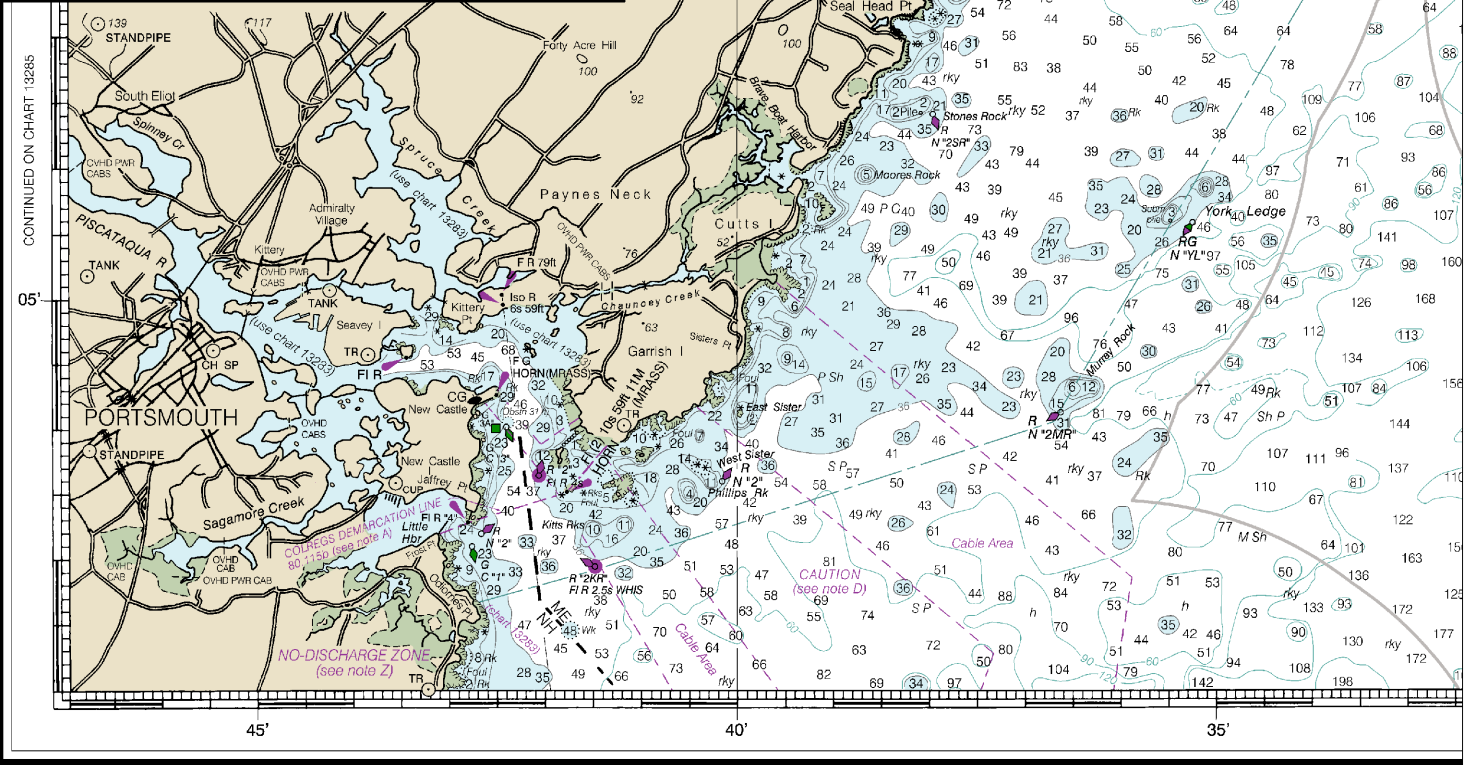
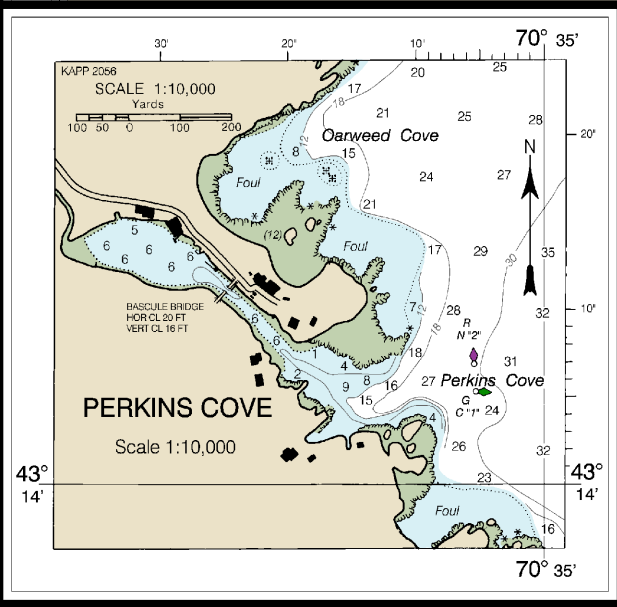
(precautionary area: 50 CFR 226.203, 224.103c; see note A)  
It is illegal to approach any right whale anywhere closer than 500 yards.

#### NOTE D

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

#### MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MFASS) require user activation. See USCG Light List.



32nd Ed., Dec. 2013

13286

Last Correction: 3/21/2016. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages us about this chart at <http://www.noaa.gov>

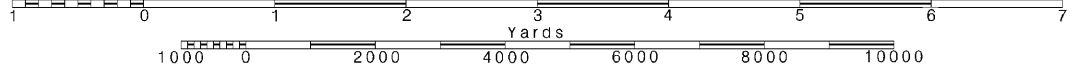
12

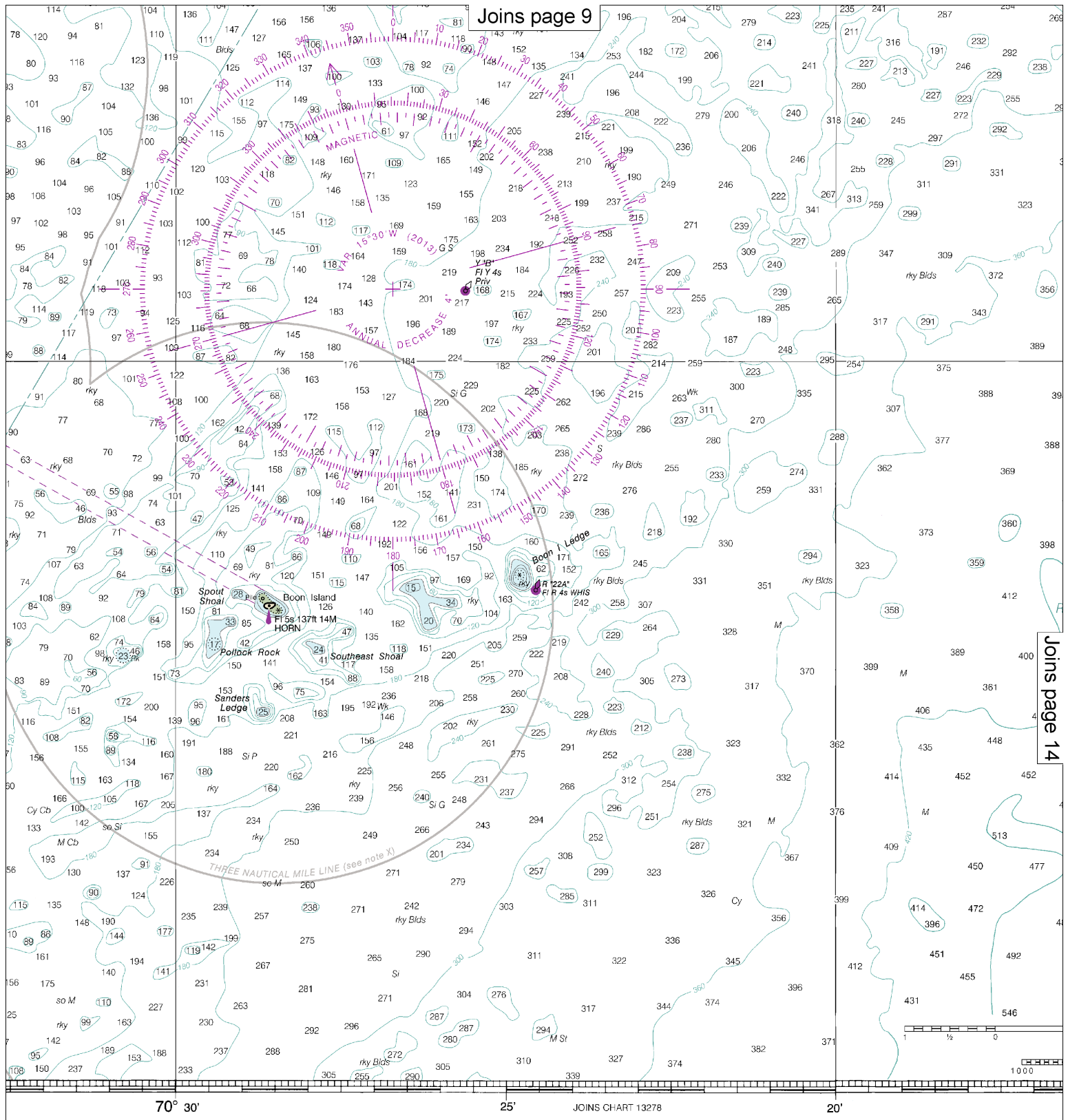
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

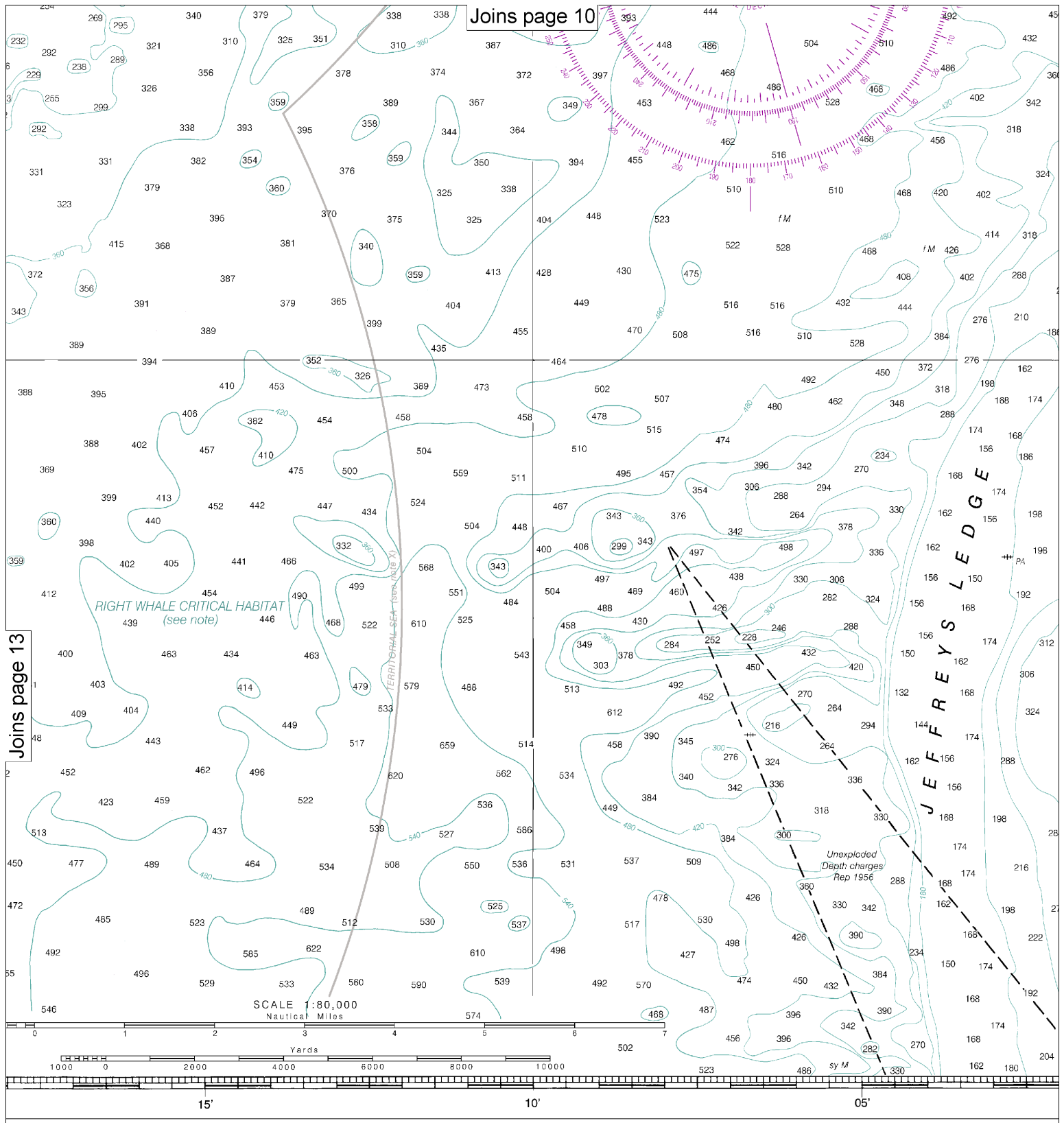




users to submit inquiries, discrepancies or comments  
[www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm).

# SOUNDINGS IN FEET

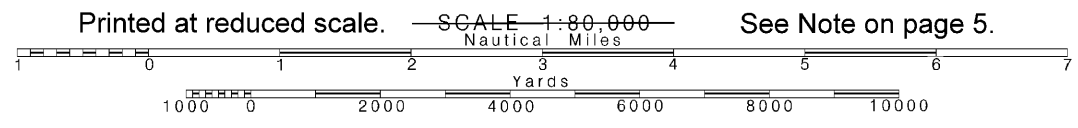
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 U.S. DEPARTMENT OF  
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 COAST SURV

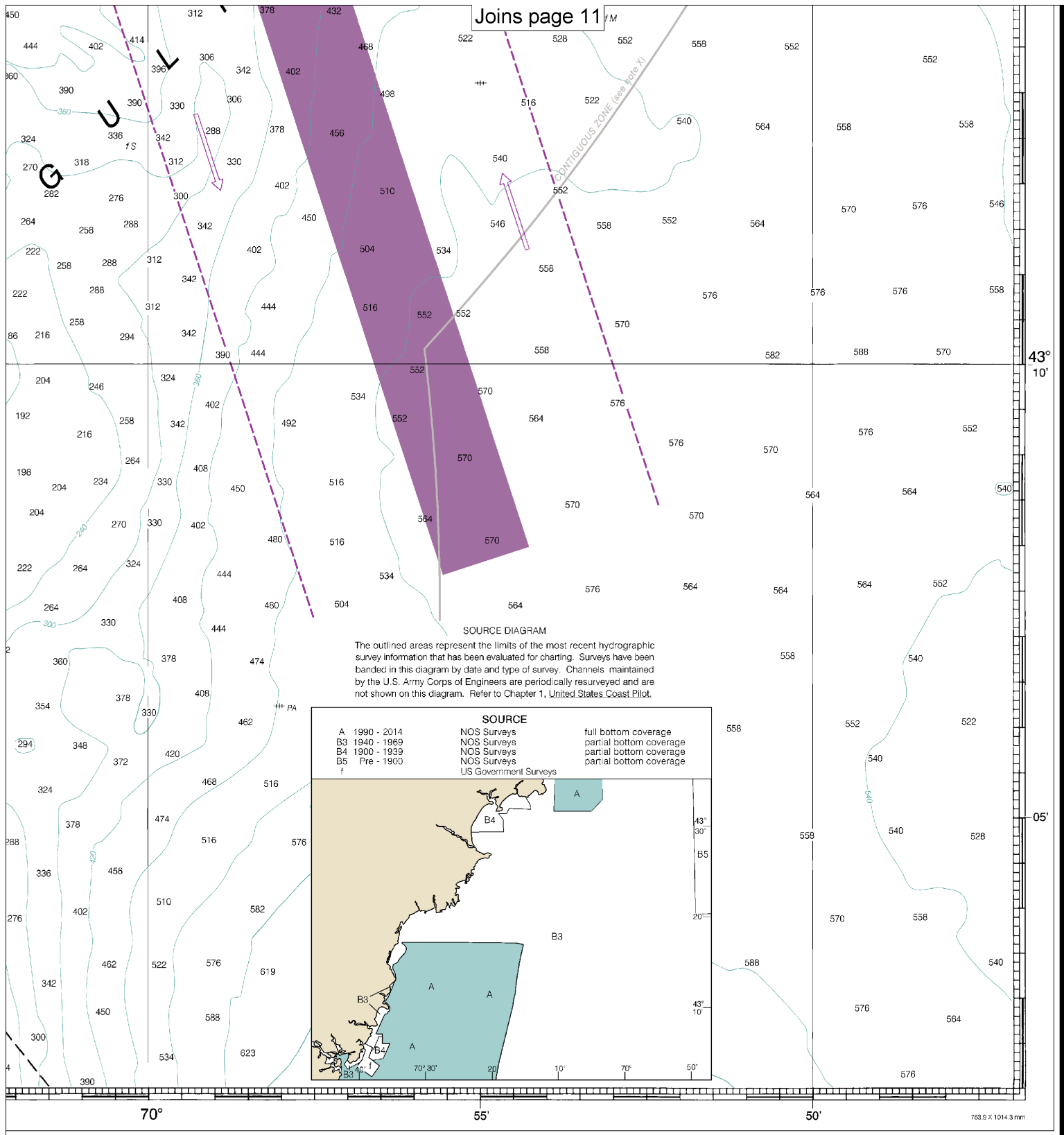


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DEPARTMENT OF COMMERCE  
NAUTIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

14

Note: Chart grid lines are aligned with true north.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape Elizabeth to Portsmouth  
SOUNDINGS IN FEET - SCALE 1:80,000

13286



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

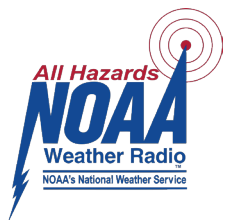
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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